

Claims

- [c1] 1. An automotive interior trim assembly, comprising:
a substrate member forming at least part of a structural support of the trim assembly and having at least one target area for providing a soft feel to the trim assembly; and
a cover member supported on said substrate member, proximate said target area, said cover member having a hardness that is relatively lower than said substrate member and comprising an inner compressible layer and an outer pliable layer encasing said inner layer.
- [c2] 2. The trim assembly of claim 1, wherein said substrate member is formed from one of thermoplastic olefin, acrylonitrile butadiene styrene, styrene maleic anhydride, and polycarbonate/ acrylonitrile butadiene styrene alloy.
- [c3] 3. The trim assembly of claim 1, wherein said inner layer of said cover member is formed from thermoplastic elastomer foam.
- [c4] 4. The trim assembly of claim 1 configured as an instrument panel for an automobile.

- [c5] 5. A method of forming an automotive interior trim assembly in a two-shot molding operation, the method comprising:
- injecting a first material to form a substrate member during the first shot of the molding operation; and
 - co-injecting second and third materials onto the substrate member to form a cover member on the substrate member during the second shot of the molding operation.
- [c6] 6. The method of claim 5, wherein the second material is an outer pliable layer and the third material in an inner compressible layer, and the method further comprises:
- covering the inner compressible layer with the outer pliable layer during the co-injecting step.
- [c7] 7. The method of claim 5, wherein the first material is one of thermoplastic olefin, acrylonitrile butadiene styrene, styrene maleic anhydride, and polycarbonate/acrylonitrile butadiene styrene alloy.
- [c8] 8. The method of claim 5, wherein the second material is thermoplastic elastomer.
- [c9] 9. The method of claim 5, wherein the third material is thermoplastic elastomer foam.